

5.3 TRANSPORTATION AND CIRCULATION

This section evaluates the potential for the Valle Verde Retirement Community project to result in significant traffic-related impacts. Potential project-related traffic impacts were also evaluated by the Initial Study prepared for the proposed project (Appendix A). The scoping process determined that the proposed project would have the potential to result in significant impacts related to a long-term increase in traffic generated by proposed residences and accessory uses. The Initial Study also concluded that the proposed project would not result in significant parking impacts, however, this EIR provides additional analysis of potential parking-related impacts that have the potential to result from the proposed project. In addition to an evaluation of project-specific and cumulative traffic impacts, this analysis provides an evaluation of potential short-term construction traffic impacts, impacts related to transportation accessibility, and emergency evacuation. This analysis is based on the conclusions of a traffic impact study prepared by Iteris, Inc., entitled: *Valle Verde Retirement Community Improvement Project EIR, Traffic Impact Study* (July, 2010). The traffic impact study and its appendices are provided in Appendix D of this EIR.

5.3.1 Setting

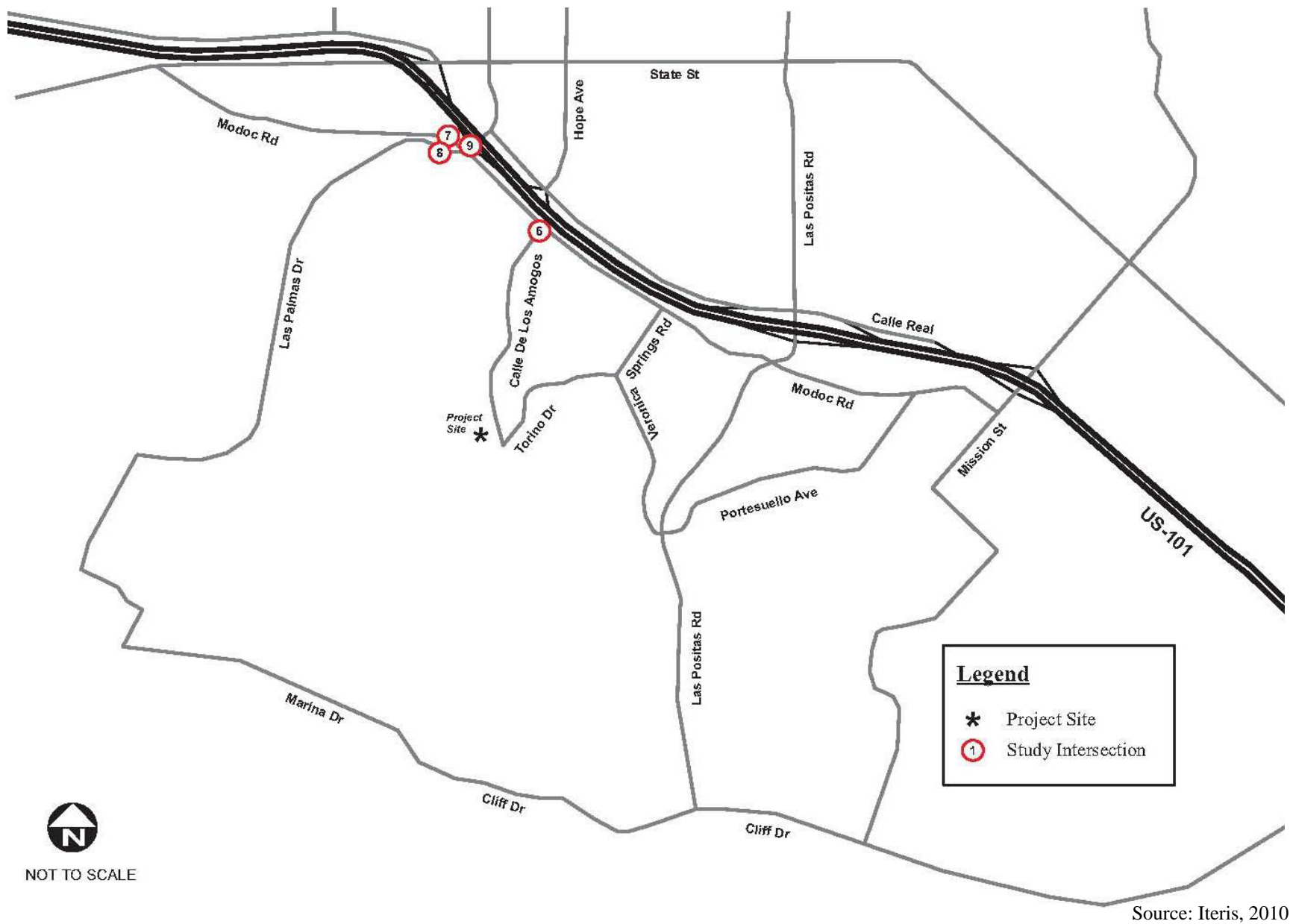
Description of Existing Roadway Conditions

The major roadways in the project study area are described below and Figure 5.3-1 depicts the location of these roadways.

U.S. Highway 101 (US-101) is located approximately 0.9 to 1.2 miles driving distance north of the project site and provides regional access to the project through its interchanges with Las Positas Road and Las Palmas Drive/La Cumbre Road. This facility is the primary north-south link between the cities of Santa Barbara, Goleta, Buellton and the Santa Ynez Valley and Montecito, Carpinteria and eventually Ventura to the south. In the vicinity of the study area, U.S. Highway 101 is a six-lane freeway with traffic signals at the ramps terminals.

Las Positas Road (State Route 225) is a north-south roadway located approximately 0.5 mile east of the project site. This facility begins at State Street to the north and extends southward before terminating at Cliff Drive. The segment located between U.S. Highway 101 and Cliff Drive is designed as a Caltrans facility (SR 225). Between State Street and Modoc Road, this roadway consists of two travel lanes in each direction. It then narrows to one lane in each direction from Modoc Road to Cliff Drive.

Calle Real is an east-west frontage road located immediately north of U.S. Highway 101 between Pueblo Street and Las Palmas Drive. Beginning at Treasure Drive, this facility operates as a one-way westbound roadway until reaching Las Positas Road. West of Las Positas Road, it returns to two-way operation and continues to Las Palmas Drive. This roadway generally consists of one travel lane in each direction.



Modoc Road is an east-west roadway located south of U.S. Highway 101 and extends from Hollister Avenue to Mission Street. This roadway consists of one travel lane in each direction. Land use along this facility is primarily residential with some office/commercial uses located immediately south of U.S. Highway 101. Striped bicycle lanes are also provided along Modoc Road within the study area.

Calle de los Amigos is a north-south public/private road that extends from its northern terminus at Modoc Road to its southern terminus within the Valle Verde development. Between Modoc Road Torino Drive the street is public. South of Torino it enters the Valle Verde site and becomes a private roadway providing access to the residential units in the southern portion of the development. This facility consists of one travel lane in each direction with on-street parking allowed along most of its length.

Las Palmas Drive/South La Cumbre Road is a generally north-south road that extends south as La Cumbre Road from its northern terminus at Foothill Road through the signalized interchange ramps with U.S. Highway 101 where it becomes Las Palmas Drive and continues south into Hope Ranch and eventually turns into Robles Drive. The majority of the roadway has two lanes with the section between State Street and Via Senda having four lanes. The two-lane sections are lined predominantly with residential uses, while the four-lane sections are lined with commercial uses. Bike lanes are provided within the study area. On-street parking is only allowed along some segments north of State Street.

Torino Drive is an east-west two-lane road that extends between Veronica Springs Road on the east and its western terminus just west of Valle Verde. It is lined with residential uses and has on-street parking along its entire length.

Veronica Springs Road is a north-south two-lane road extending between its unsignalized intersection with Modoc Road on the north and its signalized intersection with Las Positas Road on the south. Veronica Springs Road has one travel lane in each direction with on-street parking along most of its length. In some sections the roadway has wide travel lanes; however, the travel lanes become narrower along the southern portion of the road as it approaches Las Positas Road.

Cliff Drive (State Route 225) is an east-west facility that extends through the southern portion of the City of Santa Barbara from Marina Drive to Montecito Street. The segment west of Las Positas Road generally consists of one travel lane in each direction and the land uses it serves are primarily residential in nature. East of Las Positas Road, this facility widens to four lanes and is a continuation of State Route 225. The land uses along this section are a mixture of residential and commercial.

Study Intersections

The study area for this traffic impact analysis was developed based on the projected number of peak-hour and daily trips that the proposed project is expected to generate and the distribution patterns of those trips on the streets and highways located in the project area. The City's standard traffic analysis practice is to evaluate intersections where five or more project-generated trips are expected to enter the intersection. For the Valle Verde project, five trips in the AM peak hour are 62.5 percent of the eight project-related trips that would be generated during that hour. During the PM peak hour five trips are 42.5 percent of the 12 additional PM project-related trips. As shown in Table 5.3-1, 11 intersections were identified as potentially affected locations. Of those, only four intersections would experience enough project-related traffic to require analysis based on the City's analysis criteria. Additional information related to the proposed project's trip generation and distribution characteristics is provided below in Section 5.3.3.3.

**Table 5.3-1
Intersections Requiring Capacity Analysis**

Intersection	Percent of Peak Hour Project Traffic Entering Intersection ¹		Percent Required to Generate Five Vehicle Trips		Meets Analysis Threshold?	
	AM	PM	AM	PM	AM	PM
US-101 Northbound On-Ramp/Earl Warren Showgrounds Entrance at Calle Real;	0	0	62.5	42.5	No	No
Las Positas Road at Calle Real;	25	25	62.5	42.5	No	No
Las Positas Road at US-101 Southbound Ramps;	40	40	62.5	42.5	No	No
Las Positas Road at Modoc Road;	40	40	62.5	42.5	No	No
Las Positas Road at Cliff Drive.	10	10	62.5	42.5	No	No
Calle de los Amigos at Modoc Road	70	70	62.5	42.5	Yes	Yes
Via Senda at Modoc Road	50	50	62.5	42.5	No	Yes
Via Senda at Las Palmas Drive	45	45	62.5	42.5	No	Yes
South La Cumbre Road at US-101 Southbound Ramps	45	45	62.5	42.5	No	Yes
South La Cumbre Road at Calle Real	25	25	62.5	42.5	No	No
South Hope Avenue and US-101 Northbound Ramps at Calle Real	20	20	62.5	42.5	No	No

¹ Percentage shown represents the average of the inbound and outbound percentage of project traffic at each intersection as illustrated in Figure 5.3-4.

Source: Iteris, 2010

The four intersections selected for evaluation by this analysis include:

- Calle de los Amigos at Modoc Road
- Via Senda at Modoc Road
- Via Senda at Las Palmas Drive
- South La Cumbre Road at US-101 Southbound Ramps

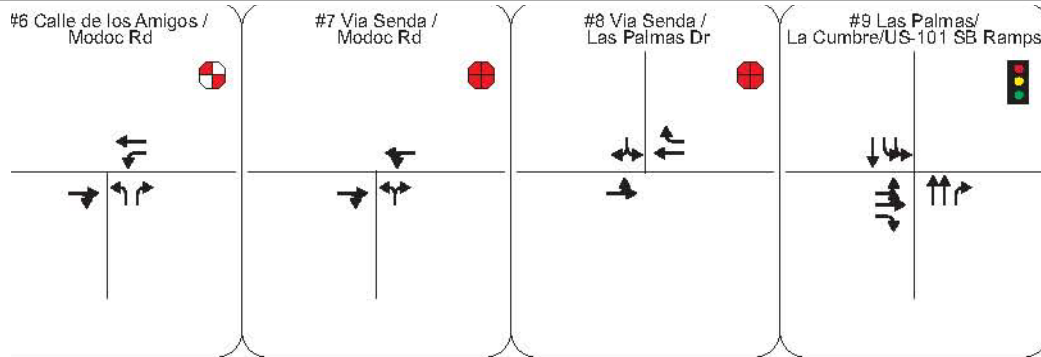
Figure 5.3-2 illustrates the intersection lane configurations for each of the four analyzed intersections. A brief description of each study intersection is provided below.

Calle de los Amigos at Modoc Road is a stop sign controlled T-intersection with the Calle de los Amigos approach stop controlled. The Calle de los Amigos approach has one wide lane that allows for simultaneous right and left turns. The westbound approach of Modoc Road has one through lane in each direction and a single striped left-turn lane.

Via Senda at Modoc Road is an all-way stop sign controlled T-intersection located at the southern terminus of Via Senda. The northbound Via Senda approach has one shared left-turn/right-turn lane. The eastbound approach of Modoc Road has one shared through/right-turn lane, while the westbound approach has one shared through/left-turn lane. There are bike lanes through the intersection along Modoc Road.

Via Senda at Las Palmas Drive is an all-way stop sign controlled T-intersection located at the northern terminus of Via Senda. The southbound Via Senda approach has one shared left-turn/right-turn lane. The eastbound approach of Las Palmas Drive has one shared through/left-turn lane, while the westbound approach has one right-turn lane and one through lane. There are bike lanes entering the intersection on westbound Las Palmas Drive. The other intersection approaches do not have dedicated bike lanes.

Las Palmas Drive at US-101 Southbound Ramps is a traffic signal controlled intersection with protected left-turn phasing on the southbound approach. The northbound approach to the intersection has two through lanes and one right-turn lane. The southbound approach is striped to provide one through lane and two left-turn lanes. The eastbound approach consists of one left-turn lane, one shared through/left-turn lane and one right-turn lane.



Legend

- Study Intersection
- Signalized Intersection
- All-way Stop
- Two-way Stop



NOT TO SCALE

Source: Iteris, 2010

Existing Transit Operations

The Santa Barbara Metropolitan Transit District (MTD) operates several transit lines that serve the area with destinations such as downtown Santa Barbara and Goleta and the University of California at Santa Barbara (UCSB) to the west. MTD Route 5 – Mesa / La Cumbre is the only route that travels through the study area, utilizing Las Positas Road from Veronica Springs Road to Cliff Drive and Cliff Drive from Las Positas Road to the downtown transit center. Service is provided weekdays, Saturdays and Sundays with buses traveling on 60 minute headways.

Existing Bicycle Facilities

Several on-street bicycle facilities are located along the roadways located in the study area. These facilities provide bicycle connections to the rest of the Santa Barbara region through an interconnected network of bicycle paths, lanes and routes. Class II bike lanes are provided along Modoc Road (Cross Town Route), Calle Real, Las Positas Road and Cliff Drive (Coast Route).

5.3.2 Significance Thresholds

The City of Santa Barbara considers LOS C with a volume-to-capacity ratio of 0.77 as the minimum acceptable operating standard for signalized intersections. For unsignalized intersections, the City considers an average delay of 22 seconds per vehicle as the minimum standard.

Project-Specific Threshold. The City's project-specific impact threshold states that if a development project would cause the V/C ratio at a signalized intersection to exceed 0.77, or if the project would increase the V/C ratio by 0.01 at a signalized intersection that already exceeds 0.77, the project's impact is considered significant. For unsignalized intersections, a significant impact would occur if a project increases the amount of traffic traveling through an intersection by greater than one percent.

Cumulative Threshold. The City's cumulative impact threshold states that a significant cumulative impact would occur if a development project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.77 with cumulative traffic, or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay.

5.3.3 Impact Evaluation

5.3.3.1 Traffic Operations Analysis Methodology

This traffic impact analysis assesses the effects of the additional vehicle trips expected to be generated by the proposed project. The traffic impact analysis also takes into account other traffic growth due to specific development projects in the surrounding area and overall ambient growth in background traffic. Because the traffic from the existing Valle Verde development is included as part of the existing conditions, the effects on traffic operations from that portion of the development are accounted as part of the existing conditions and then are carried forward implicitly through the subsequent analyses. Therefore, the impacts of not only the proposed project but the entire Valle Verde site at completion of the project are evaluated.

Traffic operating conditions in the vicinity of the project were analyzed using two methodologies. At the signalized intersection, per the City of Santa Barbara guidelines, the “Intersection Capacity Utilization” (ICU) methodology was used to provide the primary analysis results. The HCM stop-controlled methodology, which is delay based, was used for the unsignalized intersections of Via Senda with Modoc Road and Las Palmas Drive, and Calle de los Amigos with Modoc Road.

The ICU methodology compares the amount of traffic a through or turn lane is able to process (the capacity) to the level of traffic during the peak hours (volume). The critical volume-to-capacity (V/C) ratios for each intersection approach are combined to determine the ICU value (V/C ratio) for the entire intersection. The HCM method for stop sign-controlled intersections calculates the average delay, in seconds, per vehicle for each approach and for the intersection as a whole during the peak hour.

For the unsignalized intersections, the level of service is determined by calculating the amount of delay experienced by vehicles attempting to enter the roadway from a controlled approach or movement. Three main factors are used in the delay calculations: the availability of adequate space, or “gap”, in the flow of uncontrolled traffic for a waiting vehicle to safely enter from the controlled approach; the entering driver’s judgment as to which gaps they consider acceptable; and the amount of time a driver spends waiting for the drivers before them to select an appropriate gap and move into the passing traffic flow. For vehicles making a right turn into the traffic flow, drivers are only required to select a gap in the traffic flow for the lane in which they intend to merge. If a vehicle is attempting to make a left turn from a controlled approach, the driver must now find an adequate gap in the traffic flows in both directions.

The efficiency of traffic operations on a roadway is measured in terms of Level of Service (LOS). The LOS concept for intersections is a measure of average operating conditions during an hour. It is based on either a V/C ratio (ICU methodology) or average vehicular delay (HCM methodology) for signalized locations and average delay for stop-

controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. Intersections where vehicular volumes are at or near capacity and/or intersection operations are inefficient drivers can experience greater congestion (higher V/C ratios) and longer vehicle delays. Because traffic flow on arterial street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods.

Table 5.3-2 describes the level of service concept and the operating conditions expected for signalized intersections under each level of service. Table 5.3-3 lists the LOS criteria for unsignalized intersections.

5.3.3.2 Existing Traffic Operations Analysis

Turning movement traffic counts for the intersections of Via Senda and Calle de los Amigos with Modoc Road and Via Senda with Las Palmas Drive were conducted on January 13, 2010. The counts were conducted from 7:00 – 9:00 a.m. and 4:00 - 6:00 p.m. The counts for the intersection of South La Cumbre Road with the US-101 Southbound Ramps were conducted on March 13, 2008 during the same hours. The traffic impact analysis was based on the highest single hour of traffic (during the AM and PM peak periods) at each location. Figure 5.3-3 shows the existing weekday morning and evening peak hour traffic volumes. The traffic count sheets are provided in Traffic Impact Study Appendix A (EIR Appendix D).

The existing weekday morning and evening peak hour level of service analyses were conducted for the four intersections based on the measured traffic volumes and the methodologies described previously. The analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions level of service analysis results are summarized in Table 5.3-4 for the weekday morning and evening peak hours. Based on the City of Santa Barbara acceptable operations thresholds, the results of the existing conditions analysis shown in Table 5.3-4 indicate that all four of the analyzed intersections are currently operating at acceptable levels of service during the peak hours. The detailed level of service worksheets for the above analyses are included in Traffic Impact Study Appendix B (EIR Appendix D).

It should be noted that the amount of delay calculated and shown in Table 5.3-4 may be more or less than what an individual driver may actually experience. The conditions listed above reflect the average delay over the entire hour and may be affected within that hour by peaking of traffic flows, area traffic signal timings, and side street activity.

Table 5.3-2
Signalized Intersection Level of Service Definitions

LOS	Interpretation	Signalized Intersection Volume to Capacity (V/C) Ratio	HCM Intersection Average Delay (Seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600	< 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700	>10 and < 20
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800	>20 and < 35
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900	>35 and < 55
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000	>55 and < 80
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	> 80

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.

Table 5.3-3
Stop Sign-Controlled Intersection Level of Service Definitions

LOS	Intersection Delay in Seconds
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.

<p>#6 Calle de los Amigos / Modoc Rd</p> <p>← 306 (275) ← 19 (48)</p> <p>194 (328) → 52 (109) →</p> <p>AM LOS 12.8s B</p> <p>PM LOS 14.9s B</p>	<p>#7 Via Senda / Modoc Rd</p> <p>← 131 (179) ← 175 (177)</p> <p>116 (188) → 94 (70) →</p> <p>AM LOS 9.6s A</p> <p>PM LOS 11.8s B</p>	<p>#8 Via Senda / Las Palmas Dr</p> <p>← 84 (27) ← 237 (226)</p> <p>146 (270) ← 337 (271)</p> <p>26 (27) → 283 (274) →</p> <p>AM LOS 12.9s B</p> <p>PM LOS 11.9s B</p>	<p>#9 Las Palmas / La Cumbre/US-101 SB Ramps</p> <p>← 385 (385) ← 149 (599)</p> <p>458 (604) → 5 (1) → 110 (75) →</p> <p>AM LOS 0.606 B</p> <p>PM LOS 0.668 B</p>
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Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

- LOS A through D
- LOS E
- LOS F



Source: Iteris, 2010

Table 5.3-4
LOS Analysis – Existing Conditions

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	ICU		HCM		ICU		HCM	
	LOS	V/C	LOS	Avg. Delay (sec)	LOS	V/C	LOS	Avg. Delay (sec)
Calle de los Amigos at Modoc Road ^(a)	--	--	B	12.8	--	--	B	14.9
Via Senda at Modoc Rd ^(a)	--	--	A	9.6	--	--	B	11.9
Via Senda at Las Palmas Dr ^(a)	--	--	B	12.9	--	--	B	11.9
S La Cumbre Rd at Route 101 SB Ramps	A	0.506	--	--	A	0.568	--	--

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.

ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio

ICU results are shown for signalized intersections, while HCM results are shown for stop sign controlled intersections.

Source: Iteris, 2010

5.3.3.3 Proposed Project Traffic Characteristics

Trip Generation. The proposed project would result in a net increase of 33 residential units on the Valle Verde campus. In addition, other maintenance and accessory and support uses would be provided, including two additional bed and breakfast units, four assisted living beds, a part-time bank branch office to serve residents and employees, expanded food service space, and expanded office space.

The trip generation characteristics of the proposed project are based on the types of land use and trip rates published by the Institute of Transportation Engineers (ITE) in their *Trip Generation, An ITE Informational Report, 8th Edition*. Because of the mix of uses currently on the site and the difficulty in identifying which trips are generated by each individual use, it was not possible to develop a specific trip rate that would replicate each individual use on the site. Therefore, an aggregate rate developed from several similar project sites was used.

After a review of development types and the uses proposed as part of the project, the trip rate for Continuing Care Retirement Community (CCRC) was chosen as the development type that most represents the changes proposed for the Valle Verde site. The ITE description for CCRCs is “they are land uses that provide multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult

(detached), senior adult (attached), congregate care, assisted living and skilled nursing care aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical, dining, recreational and some limited, supporting retail facilities. CCRCs are usually self-contained villages.” The trip rate is based on the number of residential units being provided.

The proposed project would result in the expansion of existing uses and/or facilities intended for use by residents or existing staff only. Some of the proposed uses, such as the on-site branch bank office, would be new uses on the site and would reduce the number of off-site trips by new and existing residents by allowing residents to use facilities that are within walking distance rather than having to drive to off-site locations. Therefore, some of the additional trips generated by the proposed project would be offset by a reduction in the number of off-site trips.

The employment data provided by the project applicant was reviewed as part of the traffic impact study. Based on the employee shift times and the FTE staff hours it does not appear that the proposed project would add a substantial number of additional staff. A summary of the weekday and ADT volumes for the future project-related vehicle trips is presented on Table 5.3-5.

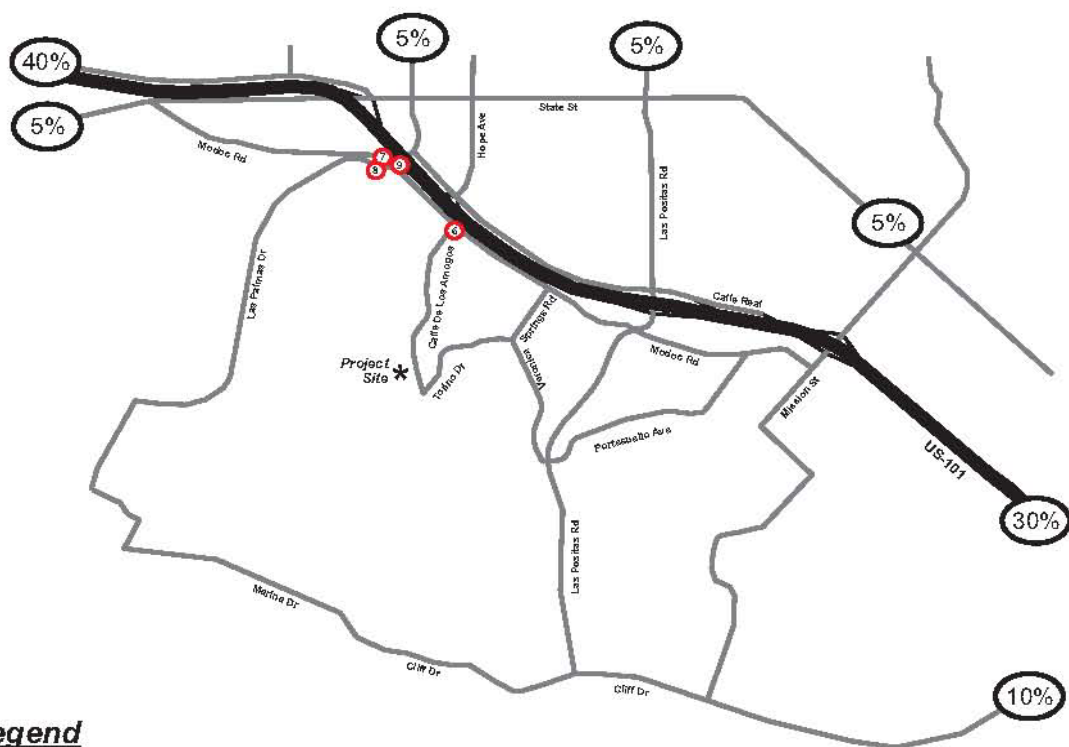
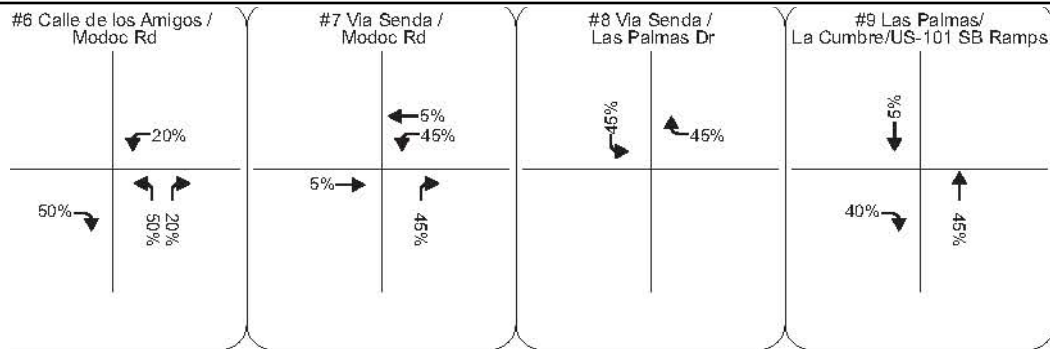
Trip Distribution and Assignment. A geographic distribution of the vehicle trips that would be generated by the proposed project was developed and is depicted on Figure 5.3-4. The distribution of vehicle trips is based on the location of specific types of uses, such as residential neighborhoods and commercial centers, as well as the overall connectivity of the roadway system. Origin and destination assumptions were then developed, in coordination with City of Santa Barbara staff, for vehicles traveling to and from the project site. Based on these assumptions, the vehicle trips generated by the proposed project were then assigned to specific study intersections they would traverse on the surrounding roadway network.

Subsequent to estimating the project-related trip distribution characteristics, which was not shared with the project applicant, the applicant provided to the City the results of an independent employee traffic survey. The results of the employee survey are provided in Traffic Impact Study Appendix C (EIR Appendix D). The survey results indicated project-related trip distribution characteristics that are very similar to the trip distribution assumptions developed for this analysis. The vehicle trips generated by the proposed project are depicted on Figure 5.3-5.

**Table 5.3-5
Proposed Project Trip Generation Characteristics**

Land Use	Units/ Type	Daily Trips						AM Peak Hour						PM Peak Hour					
		Rate	Trips	In		Out		Rate	Trips	In		Out		Rate	Trips	In		Out	
				Rate	Trips	Rate	Trips			Rate	Trips	Rate	Trips			Rate	Trips	Rate	Trips
Project – Related Added Vehicle Trips																			
Continuing Care Retirement Community	40 d.u.	2.81	112	0.5	56	0.5	56	0.18	7	0.64	4	0.36	3	0.29	12	0.48	6	0.52	6
Assisted Living	4 beds	2.81	12	0.5	6	0.5	6	0.18	1	0.64	1	0.36	0	0.29	1	0.48	0	0.52	1
Bed and Breakfast	2 rooms	4	8	0.5	4	0.5	4	1.0	2	0.0	0	1.0	2	1.5	3	0.67	2	0.33	1
Total Project-Added Trips	--	--	132	--	66	--	66	--	10	--	5	--	5	--	16	--	8	--	8
Project-Related Removed Vehicle Trips																			
Rutherford House	1 d.u.	9.57	10	0.5	5	0.5	5	0.75	1	0.25	0	0.75	1	1.01	1	0.63	1	0.37	0
Hospice	2,105 s.f.	2.37	6	0.5	3	0.5	3	0.17	0	0.64	0	0.36	0	0.22	1	0.33	0	0.67	1
Senior Adult Housing - Attached	6 d.u.	2.81	18	0.5	9	0.5	9	0.18	1	0.64	1	0.36	0	0.29	2	0.48	1	0.52	1
Total Removed Trips	--	--	-34	--	-17	--	-17	--	-2	--	-1	--	-1	--	-4	--	-2	--	-2
Net New Trips	--	--	98	--	49	--	49	--	8	--	4	--	4	--	12	--	6	--	6

Source: Iteris, 2010



Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes



NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 5.3-4

Proposed Project Trip Distribution

#6 Calle de los Amigos / Modoc Rd	#7 Via Senda / Modoc Rd	#8 Via Senda / Las Palmas Dr	#9 Las Palmas/ La Cumbre/US-101 SB Ramps



Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes



Source: Iteris, 2010

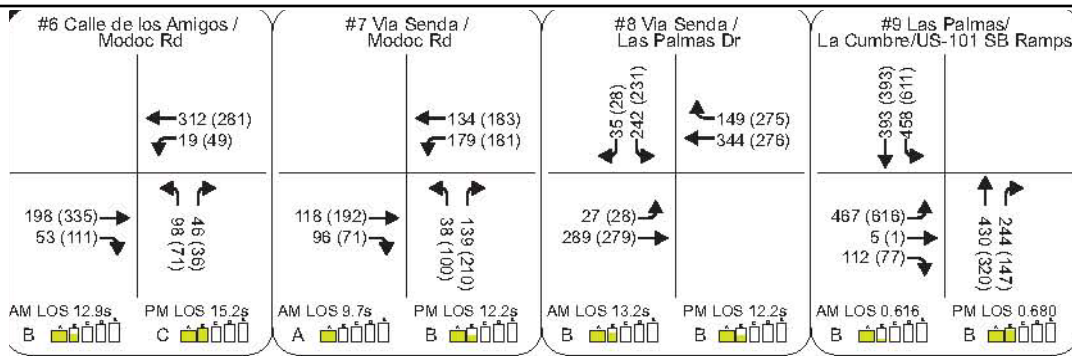
5.3.3.4 Future Without Project Traffic Operations Analysis

To evaluate the potential impact of the proposed project on future traffic conditions, it was first necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential impacts of the proposed project.

The anticipated buildout year of the proposed project has been estimated to be no later than 2013. Therefore, to provide a conservative estimate of the potential project-related impacts a future traffic horizon year of 2013 was selected. The projection of the future without project traffic consists of existing traffic plus ambient traffic growth (general background regional growth). For the Without Project analysis, the base traffic conditions at the horizon year need to be identified as those will be the conditions against which the project is assessed to determine if it would result in a significant impact. Those base conditions include the existing traffic volumes plus traffic from general regional or ambient growth. Traffic growth from identified cumulative projects is described and analyzed in Section 5.3.4 of this EIR.

Ambient Traffic Growth. Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips. Even if there was no change in housing or employment in the City of Santa Barbara, there will be some background (ambient) traffic growth in the region. In the City of Santa Barbara, a 0.5 percent per year growth rate is used as a conservative estimate of traffic increase in the study area. The intersection traffic volumes were increased by 0.5 percent per year, or 2 percent total, to reach projected end of Year 2013 levels. The March 2008 traffic count volumes were increased by an additional one-half percent to account for ambient traffic growth from the year 2008 to 2013.

Future Without Project Traffic Analysis. The Future Without Project traffic operating conditions were analyzed at the four study area intersections for the weekday AM and PM peak hours. Figure 5.3-6 illustrates the future without project peak hour traffic volumes. Based on future without project traffic forecasts, the levels of service at the intersection were calculated and are shown in Table 5.3-6. As shown in the table, intersection delays are expected to increase slightly by Year 2013. However, all of the intersections are expected to operate at good levels of service. The detailed level of service worksheets for the intersections are included in Traffic Impact Study Appendix B (EIR Appendix D).

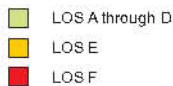


Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr W/C or Del/Veh (seconds)
A



NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 5.3-6

Future Without Project Peak Hour Traffic Volumes

Table 5.3-6
LOS Analysis – Future Without Project

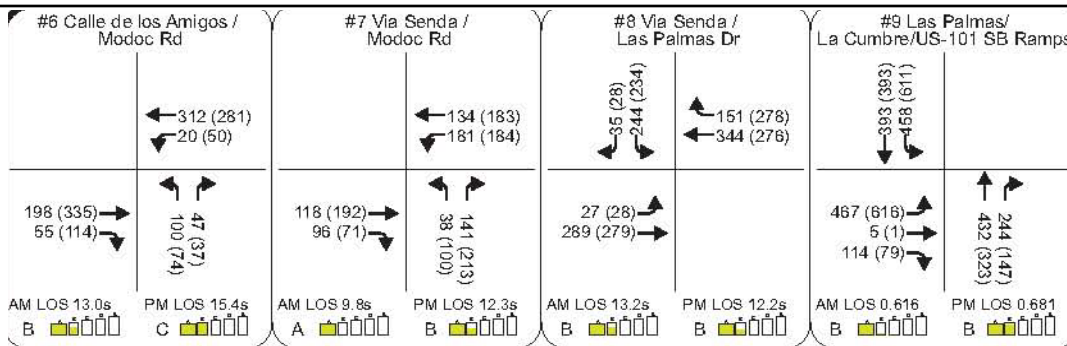
Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	ICU		HCM		ICU		HCM	
	LOS	V/C	LOS	Avg. Delay (sec)	LOS	V/C	LOS	Avg. Delay (sec)
Calle de los Amigos at Modoc Road ^(a)	--	--	B	12.9	--	--	C	15.2
Via Senda at Modoc Rd ^(a)	--	--	A	9.7	--	--	B	12.2
Via Senda at Las Palmas Dr ^(a)	--	--	B	13.2	--	--	B	12.2
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	--	--	B	0.680	--	--

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
 ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
 ICU results are shown of signalized intersections, while HCM results are shown for stop sign controlled intersections.
 Source: Iteris, 2010

5.3.3.5 Future With Project Traffic Operations Analysis

The project-related trips listed on Table 5.3-5 were combined with the Future Without Project volumes presented in the previous section. The combined assignment provides the peak-hour volumes for the Future With Project condition analysis. The total peak-hour volumes for the Future With Project scenario are shown on Figure 5.3-7.

Future With Project Traffic Operations Analysis. The results of the Future With Project conditions level of service analysis are shown in Table 5.3-7 for the weekday AM and PM peak hours.



Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A

Level of Service (LOS)

LOS A through D

LOS E

LOS F



Source: Iteris, 2010

Table 5.3-7
LOS Analysis – Future With Project Conditions

Intersection	Future Without Project Conditions				Future With Project Conditions					
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour			Weekday PM Peak Hour		
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	Δ V/C	LOS	V/C or Avg Delay	Δ V/C
Calle de los Amigos at Modoc Road ^(a)	B	12.9	C	15.2	B	13.0	0.1	C	15.4	0.2
Via Senda at Modoc Rd ^(a)	A	9.7	B	12.2	A	9.8	0.0	B	12.3	0.1
Via Senda at Las Palmas Dr ^(a)	B	13.2	B	12.2	B	13.2	0.0	B	12.2	0.0
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.680	B	0.616	0.000	B	0.681	0.001

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)

V/C = Volume-to-Capacity Ratio for Signalized Intersections.

Source: Iteris, 2010

When the Future With Project forecasts were analyzed, the results indicate that the addition of project-generated traffic would result in a small increase the delay intersections along Modoc Road. However, the project-related change in traffic conditions would not result in a significant project-specific traffic impacts. Therefore, the project would have **less than significant** project-specific impacts each of the analyzed intersections.

5.3.3.6 Transportation Accessibility Analysis

There are basically four modes of transportation by which the project site can be accessed by employees, residents and visitors: automobile, transit, bicycle and on foot. There are currently two public roads that serve the Valle Verde site with several options for access to those roads. This section reviews the functionality and accessibility associated with all four transportation modes.

Vehicular Access Analysis

Project Access. Primary access to the project site is provided by two public streets, Calle de los Amigos and Torino Drive. Calle de los Amigos connects at its northern terminus with Modoc Road providing access to the La Cumbre Road/U.S. 101 interchange to the west and Las Positas Road to the east. Torino Drive extends west from the site and connects to Veronica Springs Road. From there vehicles can go north to Modoc Road or south to Las Positas Road and eventually Cliff Drive. West of Calle de los Amigos, Torino Drive serves

the 11 residences in the Hidden Oaks Estates and the Valle Verde Campus only. The Valle Verde facility contains an extensive sidewalk and roadway network to facilitate on-site vehicular and pedestrian mobility throughout the site.

As part of the proposed project, a new 20-foot wide driveway would be installed off Torino Drive to provide access to eight of the ten new units proposed for the Rutherford parcel. The remaining two Rutherford parcel units would have access from an existing on-site private driveway (Calle Sastre), which is proposed to be upgraded. In addition, the residential units proposed on the north and west portions of the project site would be accessed from a new private driveway off of Senda Verde, an existing internal private roadway.

The intersection of Calle de los Amigos and Modoc Road would regularly be used by project-related traffic. The operational delay at this intersection has been identified as a concern by project area residents and based on the City's accident records the intersection has been the location of on average just over one accident per year over the past five years. The posted speed limit of Modoc Road is 45 miles per hour. Informal car following surveys conducted during field reviews of the area indicated that some traffic travels along Modoc Road faster than the 45 mile per hour limit. The sight distance to the west of the Calle de los Amigos and Modoc Road intersection for northbound vehicles turning left can be restricted if vegetation along the south side of Modoc Road west of the intersection is allowed to become overgrown. The roadway also has a slight horizontal curve west of the intersection and bike lanes along both sides. Based on the results of the traffic impact analysis provided above, the operational delay at the Calle de los Amigos and Modoc Road intersection is well within the City's acceptable standards. As noted, even though individual vehicles may experience longer delays, on average the intersection works at an acceptable LOS.

Multi-Way Stop Sign. One method for addressing safety and access issues at intersections like Calle de los Amigos and Modoc Road is to provide multi-way, or all-way, stop control. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The decision to install multi-way stop control should be based on an engineering study that considers the following criteria:

- A. Where a traffic signal is justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

1. The need to control left-turn conflicts;
2. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
3. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
4. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

A review of the operational, traffic volume, and accident data shows that none of the criteria for installing a multi-way stop sign are met. Therefore, it is not recommended that a multi-way stop be installed at the intersection of Calle de los Amigos and Modoc Road.

Site Access Driveway on Torino Drive. A new access driveway is proposed as part of the project on Torino Drive just east of the access to the Hidden Oaks Estates neighborhood. The new driveway would provide access for eight of the 10 proposed residential units that would be located on the Rutherford parcel portion of the project site. Torino Drive terminates at the Hidden Oaks Estates subdivision and will not be extended in the future due to the topography and layout of the residences in Hidden Oaks. The traffic volumes on Torino Drive, above Calle de los Amigos are low, as this segment of the road exclusively serves the 11 residences of Hidden Oaks Estates and Valle Verde. Since this segment of Torino Drive would provide access to only eight of the proposed project units, which would generate approximately 22 additional vehicle trips, traffic volumes on Torino Drive adjacent to the project site would continue to be small in the future.

A field review of the proposed driveway area was conducted and no sight line obstructions were identified. Line of sight from the new driveway to the Rutherford Parcel would need to provide a minimum of 150 feet of stopping sight for a 25-mile per hour speed on Torino Drive. The driveway would connect to Torino Drive at an approximate 90-degree angle and would provide one inbound and one outbound lane with stop sign-control for traffic exiting the site onto Torino Drive. The driveway design would be consistent with the City Transportation Division requirements with the final details of the design being reviewed during the plan check process.

The City Fire Department and Transportation Planning Staff also reviewed the proposed road on the Rutherford Parcel and determined that the location of the road would not result in access, limited sight distance, circulation or safety impacts related to vehicular conflicts.

Parking. The Valle Verde Retirement facility currently provides 331 parking spaces throughout its campus for staff, residents and visitors. Approximately 193 spaces are assigned and reserved for residents, including 12 spaces provided in garages. An additional 138 undesignated spaces are provided for visitors and staff. The Zoning Ordinance parking requirement for the existing facility is 259 spaces, based on the current number of senior residential units and beds associated with the use.

On-street parking is allowed along both Calle de los Amigos and Torino Drive near the project site and along most of the length of both roads. This on-street parking adjacent to the site serves as both an overflow parking area for residents, guests, and employees; provides parking for Hidden Valley Park, and also serves as a traffic calming measure to keep vehicles from traveling too fast along these local streets. The amount of on-street parking occurring at any point during the day varies by time and location with the most on-street parking occurring during the middle of the day along the Calle de los Amigos frontage.

In September 2006, Associated Transportation Engineers (ATE) conducted parking surveys at Valle Verde to determine peak hour demand for the campus. Peak parking demand was observed at 4:00 PM, during which time 67 percent of the assigned parking spaces were occupied, and 62 percent of the undesignated spaces were occupied. Overall, 65 percent (207 spaces) of the total parking supply on campus was occupied at this time. In addition, the parking surveys found that 60 project-related cars were parked along the adjacent streets throughout the day. During informal field observations conducted in December 2009 about the same number of vehicles were observed parked on-street along Calle de los Amigos. No vehicles were observed parking along Torino Drive adjacent to the site.

Future development of the proposed 40 residential units and upgraded common areas will require compliance with the City's Zoning Ordinance requirements for parking of a senior facility, which is one space per senior unit and 0.5 spaces per bed. Therefore, the parking requirement for the proposed project would be 42 spaces (40 spaces for the senior residential units plus 2 spaces for the four proposed Assisted Living facility beds). The

Zoning Ordinance parking requirement for the existing development and the proposed project is 301 spaces.

As proposed, the project would add 37 assigned garage spaces and 46 additional surface lot spaces, which would increase the total number of parking spaces to 414. Existing and proposed parking space conditions on the Valle Verde project site are summarized on Table 5.3-8.

Table 5.3-8
Valle Verde Existing and Proposed Parking Spaces

	Existing Spaces	Removed	Proposed New Spaces	Total (Net New)
Uncovered	289	<126>	172	335 (46)
Covered	42	0	37	79 (37)
Total	331	<126>	209	414 (83)

Source: Iteris, 2010

In addition to increasing the amount of off-street parking at the project site, some of the additional proposed parking spaces would provide employee parking located throughout the site in more convenient locations than currently exist. This would reduce the desire of some employees to park on-street because no convenient off-street parking is provided near where they work at Valle Verde.

However, the use of on-street parking along the project site frontages reduces the perceived lane width by providing “friction” against freeflow travel along the street. Several comments presented during the EIR Scoping public hearing for the project held in June 2009 indicated that drivers were slowed by vehicles moving into and out of the on-street parking spaces. Without the on-street parking vehicle speeds would increase, which could increase the severity of possible collisions.

The parking demand analysis performed by ATE concluded that the parking demand for the proposed project would be 40 spaces for additional residents. In addition, 75 on-site spaces should be provided for employees and visitors (10 project-related visitor spaces, 5 additional spaces for project-related employees, and 60 spaces for the existing employees currently parking on the street) for a total of 115 on-site spaces. The proposed off-street parking would address the parking demand for the project and reduce the number of employee cars parked on-street. Therefore, project-related impacts related to Valle Verde’s parking supply and demand are **less than significant**.

One less than significant circulation-related issue that should be addressed as the project is developed is to make sure that adequate space is left between the edges of the site driveways along Calle de los Amigos and Torino Drive and the fronts and rears of nearby parked cars. A minimum five-foot separation should be provided between the edge of the driveway and the first adjacent parked car. This gap will allow for better visibility for vehicles exiting the site driveways to see possible oncoming traffic. A recommended mitigation measure has been provided to require that the curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive be painted red to prohibit parking within five feet of the driveways.

Transit Access Analysis

The Santa Barbara Metropolitan Transportation District (MTD) currently operates one transit route in the area of the Valle Verde site. MTD Route 5 travels along Calle de los Amigos with a transit stop located on both sides of the road adjacent to the site. Service is provided on weekdays, Saturdays and Sunday with headways of 60 minutes. The limited frequency of service and lack of alternative transit routes in the area reduce the viability of public transit as a primary method for Valle Verde residents, guests, and staff to access the site. It does though provide a transit alternative to using an automobile. Therefore, the improvements being proposed for Valle Verde may marginally increase the normal, everyday demand for transit services, however, the project's impact on transit access and operations would be **less than significant**.

Bicycle Access Analysis

The project site is generally well served by bicycle facilities in the area and has good connectivity to other areas in the City. However, given the characteristics of the proposed project and very limited number of additional employees that may result from the project (i.e., a part-time bank teller), it is not likely that there will be any substantial increase in bicycle usage in the area as a result of the Project. Therefore, the Project's impact on bicycle access and/or circulation would be **less than significant**.

Pedestrian Access Analysis

Pedestrian walkways, consistent with those contained throughout the campus, are proposed on the Rutherford parcel to provide internal access and circulation. Additional new, relocated or improved pedestrian pathways are proposed throughout the site as part of the development proposal and will meet Building Code for accessibility requirements.

Field observations of the area indicate that while there is some pedestrian activity, most of it is limited to recreational walking or access to the area transit stops. Based on the field observations, the existing and proposed system of sidewalks and paths should be more than adequate to accommodate pedestrian activity in the area. During the project construction and after completion, the Project circulation would be maintained for disabled accessibility or

equivalent facilitation in accordance with American Disabilities Act (ADA) requirements. Therefore, the Project's impact on pedestrian access and circulation would be **less than significant**. Recommended mitigation measure TR-3a was provided by the Initial Study prepared for the Valle Verde project to ensure that walkways provided on the project site are maintained in compliance with ADA requirements.

5.3.3.7 Construction Traffic Impact Analysis

For the construction activities scheduled to occur at Valle Verde, there are two specific activities that are expected to have the greatest potential to impact traffic operations in the areas surrounding the project site: site preparation/demolition and construction.

The overall project construction process is estimated to last approximately 18 months. This would include grading for site preparation over approximately 3 months, and construction duration of estimated 18 months. Grading processes would involve 15 workers, and during the peak construction period the project would require up to 30 workers on site on occasion. Working hours during the construction process are proposed to be 7:00 a.m. – 5:00 p.m. weekdays excluding holidays. Staging, equipment, materials storage, and temporary construction worker parking would occur on-site or on a designated off-site location.

The project would generate construction-related traffic that would occur over the 18-month construction period and would vary depending on the stage of construction. Because of the varying schedule and work shift sizes, the number of construction-related vehicles cannot specifically be identified, but given the project scale and the limited workforce size the amount of construction-related traffic would be limited.

In an effort to reduce the amount of traffic disruption and delay created by construction activities, a traffic control plan must be developed for the project and be approved by City staff. The following is a list of conditions that must be met for the City to approve a project's traffic control plan:

- All construction equipment, material and activities must remain on-site.
- The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the City Transportation Engineer. Construction-related truck trips for all trucks three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.
- Construction parking and vehicle/equipment/materials storage shall be provided as follows:

- a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.
 - b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.
- Deliveries of construction materials or supplies that would require a street closure must be approved by the Transportation Manager and shall not be stored in the public right of way for longer than a few days without the approval of the Transportation Manager.

Due to the relatively small size of the proposed project, the number of peak construction-related vehicle trips expected to be generated would be small, and trips that are generated would occur over a relatively short period of time. Therefore, construction-related traffic impacts would be an adverse but **less than significant** impact. The construction/traffic control plan requirements outlined above are also requirements of recommended mitigation measures identified by the Initial Study prepared for the proposed project (Appendix D). The recommended mitigation measures are also provided in EIR Section 5.3.5. Implementation of the recommended mitigation measures would further reduce the less than significant short-term construction-related impacts of the proposed project.

5.3.3.8 Emergency Evacuation Analysis

A qualitative analysis was conducted to evaluate how the Valle Verde project could affect overall traffic operations in the project area under emergency evacuation conditions. The expected operating conditions for the site and the surrounding area during evacuation conditions are described below.

The proposed project would increase the overall number of people at the Valle Verde site as there would be perhaps 80 additional on-site residents if each of the proposed residential units had two occupants, and there could also be a very limited number of additional employees during parts of the day. The Draft Santa Barbara General Plan Land Use Element (City of Santa Barbara, 2010) indicates that there are approximately 871 dwelling units in the Hidden Valley neighborhood. Therefore, the net additional 34 units that would be provided on the Valle Verde campus would result in a 3.9 percent increase in the total number of residential units in the neighborhood, and a similar increase in the number of people that may be required to leave the Hidden Valley area during an emergency.

State law requires elderly care facilities to conduct regular fire drills and Valle Verde has an emergency evacuation plan that includes drills that are performed at least twice a year to practice implementation of the plan. All residents are included in the evacuation plan, as would the residents of the proposed residential units. Additionally, Valle Verde has several

small buses on site that would be used to evacuate residents. The current evacuation plan for Valle Verde includes the following elements:

- Under an evacuation "warning," Residential Living residents evacuate to local family and friends via private car, and area families are encouraged to take custody of Assisted Living and Skilled Nursing residents.
- The rest of the campus shelters in place until instructed to evacuate by emergency authorities at the City's Emergency Operations Center (EOC). At such time, Residential Living residents evacuate to the nearest identified Red Cross evacuation site via private auto. They are encouraged if possible to carpool with other Valle Verde residents (the Valle Verde staff assists in carpool arrangements).
- Assisted Living residents are transported in Valle Verde buses along with their care staff to safest facility with a mutual aid agreement.
- Skilled Nursing residents are transported next via Valle Verde vehicles and E-Z Lift vehicles with their care staff to a site identified by the Valle Verde administration and EOC.
- Valle Verde facility staff evacuate with residents, but a team of administrators and maintenance staff remain until the campus is certified as evacuated and locked down.

If an emergency evacuation were deemed necessary, Calle de los Amigos and Torino Drive would be the primary exit to which Valle Verde residents and visitors would be directed. From those two roads, people can either go north to Modoc Road or south to Cliff Drive. The direction of any evacuation would be based on the location of the hazard, but in nearly all instances there would be more than one egress route available to residents, staff, and guests. Because Valle Verde staff and residents are directed out of the site in shifts and some would be transported by bus or other multi-occupant vehicles, the surrounding street system would experience less impact than if all of the site population would be driving individual vehicles.

Las Positas Road is a state highway with very few intersections or driveways that would result in cross traffic that could impede the evacuation of the project and other area traffic. Modoc Road also has few intersections and driveways in the study area and is single loaded along much of its length between Las Positas and Via Senda. If an evacuation condition were to occur, area roadways may experience limited periods of congestion as these roadways are not designed to move the population of entire neighborhoods at a single time. However, over a longer period the area roadways are adequate to serve the evacuation needs of the Hidden Valley neighborhood. Based on the relatively low number of cars that could be generated by the project it is expected that the area roadways can accommodate the limited additional project-related traffic.

Due to the small increase in the number of residential units in the Hidden Valley neighborhood that would occur as a result of the proposed project and the low potential for sudden evacuation conditions to occur, this impact is considered to be **less than significant**.

5.3.3.9 Congestion Management Program Analysis

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Santa Barbara County Association of Governments (SBCAG). The CMP for Santa Barbara County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. This section describes the analysis of project-related impacts on the CMP system. The impact assessment guidelines for CMP facilities are provided in traffic impact study Appendix D (EIR Appendix D).

The CMP requires a detail analysis of proposed development projects if a project is estimated to generate more than 500 average daily trips or more than 50 peak hour trips. Projects generating less than these thresholds are considered to be consistent with the CMP. The trip generation estimates previously provided in Table 5.3-5 show that during the weekday AM and PM peak hours the project is expected to generate 8 and 12 vehicle trips, respectively, and 94 additional daily trip ends. None of these values surpass the CMP thresholds of 50 peak hour trips or 500 daily trips. Based on this information, no further CMP analysis is required.

5.3.4 Cumulative Impacts

To evaluate the potential cumulative impact of the proposed project on future traffic conditions, it was necessary to develop a forecast of the total future traffic volumes in the study area. This provides a basis against which to measure the potential cumulative impacts of the proposed project.

The anticipated buildout year of the proposed project has been estimated to be approximately 2013. The projection of the future without project traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2013. The component for background regional growth (ambient growth) was previously identified and included in the Without Project analysis.

Cumulative Project Growth. Cumulative project traffic growth, which is growth due to specific, known development projects in the area surrounding the study intersections, is included in the analysis of the future conditions. Based on information available from the City of Santa Barbara, there are 14 development projects located in the vicinity of the project site that are either currently in the planning process, under development or have recently received approval from the City. These projects are generally located either within a one-mile

radius of the project site or near the analyzed intersections. Table 5.3-9 summarizes the location, type and size of land use for each of the projects. The general locations of the cumulative projects requiring specific analysis are shown in Figure 5.3-8.

Traffic generated by these projects was estimated based on standard trip generation data from the ITE's publication *Trip Generation, An ITE Informational Report, 8th Edition*. The estimated trip generation for each of the cumulative projects is summarized in Table 5.3-9. As shown, the cumulative projects are forecast to generate a total of approximately 531 and 772 trips during the weekday AM and PM peak hours, respectively. The trips expected from the cumulative projects were then assigned to the traffic model as part of the development of the Future With Cumulative Projects traffic projections. The resulting cumulative project trip assignments are illustrated in Figure 5.3-9.

The peak-hour traffic volumes generated by the identified cumulative development projects were added to the Future With Project traffic volumes. The resulting Cumulative With Project traffic volumes are shown in Figure 5.3-10. These volumes represent the future traffic conditions including ambient growth and the traffic associated with the Project.

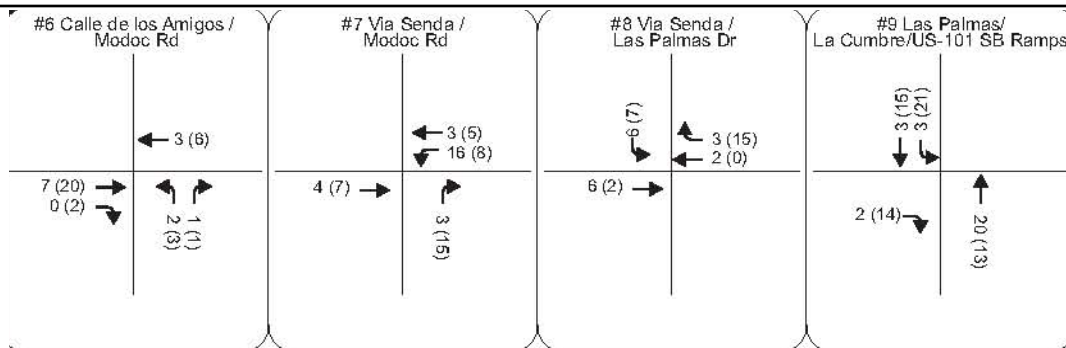
The City's cumulative impact threshold states that a significant cumulative impact would occur if the proposed project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.77 with cumulative traffic, or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay. The intersection levels of service for the cumulative project conditions were calculated and the results are summarized in Table 5.3-10 for the weekday AM and PM peak-hour conditions.

The results of the cumulative analysis show that the unsignalized intersections would operate with an average delay of less than 22 seconds and the signalized intersection of South La Cumbre Road at the Southbound Route 101 Ramps would operate with a v/c ratio of less than 0.77. Therefore, the project would have **a less than significant** cumulative traffic impact at the study area intersections. The detailed level of service worksheets for the analyzed intersections are included in traffic impact study Appendix B (EIR Appendix D).

**Table 5.3-9
Cumulative Project Trip Generation Estimates**

Location (1)		Description	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Tot	In	Out	Tot	In	Out
1	1235 Veronica Springs Road (Hillside House)	Residential	125 du	55	9	46	65	44	21
2	15 S. Hope Ave.	Demolish 8,368 sq. ft. retail building. Construct new residences.	16 du	-1	-4	3	-22	-9	-13
3	3714 State Street (Sandman)	Demolish 113-room hotel. Construct new mixed use project.	73 du 13,075 office 1,537 sf commercial	-5	-8	3	-33	-36	3
4	3757 State Street (Whole Foods)	Mixed Use (2)	15 du 72,209 commercial/retail (13,884 net new)	-15	-8	-7	101	50	51
5	3820 State Street	Office	10 du 30 Ksf	112	98	14	108	18	90
6	900-1100 Las Positas Road (Veronica Meadows)	Residential	25 du	19	5	14	25	16	9
7	3885 State Street	Mixed Use	10 30 Ksf Office	13	6	7	14	7	7
8	3880 State Street	Mixed Use	8 du 4,289 sf commercial (1,733 net new)	9	4	5	22	11	11
9	4004 Via Lucero	Residential	10 du	6	1	5	7	5	2
10	4151 Foothill Road	Annexation and Commercial Office	69,259 sf	107	94	13	103	18	85
11	101 S. La Cumbre	Demolish gas station. Construct new bank building.	3,332 sf (2,186 net new)	7	4	3	19	9	10
12	215 Pesetas Lane	Medical clinic addition	36,000 sf	41	24	17	41	17	24
13	1298 Las Positas Rd. (Elings Park)	Park additions 14,803 and other non-building facilities (i.e., sports fields)	---	69	65	4	155	76	79
14	540 W. Pueblo Street	Residential	6 du	5	1	4	6	4	2
		Medical Office	43.0 ksf	109	88	21	161	43	118
Total				531	379	152	772	273	499
<p><u>Note:</u> du = dwelling unit; ksf = 1,000 square feet.</p> <p>Volumes represent the net number of trip ends assigned for each project based on the associated traffic studies for each project or approved EIR's</p> <p>(1) Refer to Figure 11 for locations.</p> <p>(2) The Whole Foods tenant improvements have been completed and the store is now occupied. However, the application for the proposed mixed use project has not been withdrawn and is still considered to be pending.</p> <p>Source: Iteris, 2010</p>									





Legend

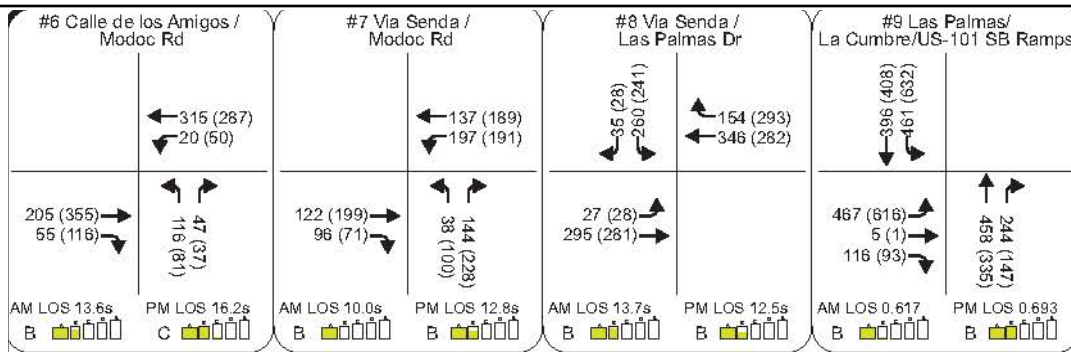
① - Study Intersection

XX(X) - AM (PM) Peak Hour Volumes



NOT TO SCALE

Source: Iteris, 2010



Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A LOS Level of Service (LOS)

LOS A through D
LOS E
LOS F



NOT TO SCALE

Source: Iteris, 2010

Table 5.3-10
LOS Analysis – Cumulative With Project Conditions

Intersection	Future With Project Conditions				Cumulative Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay
Calle de los Amigos at Modoc Road ^(a)	B	13.0	C	15.4	B	13.6	C	16.2
Via Senda at Modoc Rd ^(a)	A	9.8	B	12.3	B	10.0	B	12.8
Via Senda at Las Palmas Dr ^(a)	B	13.2	B	12.2	B	13.7	B	12.5
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.681	B	0.617	B	0.693

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.

LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)

V/C = Volume-to-Capacity Ratio for Signalized Intersections.

Source: Iteris, 2009

5.3.5 Mitigation Measures

The Valle Verde project would not result in significant transportation or circulation impacts. The following mitigation measures were identified by the Initial Study prepared for the project to further reduce the project's less than significant impacts related to traffic safety (egress from project site driveways), short-term construction traffic and ADA compliance. No additional mitigation measures are required.

Required Mitigation Measures

No mitigation measures are required because the proposed project would not result in significant traffic-related impacts.

Recommended Mitigation Measures

TRF-1 The proposed project would have the potential to contribute to an adverse but less than significant circulation impact if adequate space is not provided between the edges of the site driveways along Calle de los Amigos and Torino Drive and the fronts and rears of nearby parked cars.

TRF-1a Red Curb Painting. Prior to the occupancy of any proposed residential unit, curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive should be painted red to prohibit parking within five feet of the driveways.

TRF-2 To minimize less than significant short-term construction traffic impacts to the extent possible, the following mitigation measures provided by the Initial Study prepared for the Valle Verde project should be implemented throughout the project's construction period.

TRF-2a Construction Traffic. The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips for all trucks three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

TRF-2b Construction Parking. Construction parking and vehicle/equipment/materials storage shall be provided as follows:

- a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.
- b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

TRF-3 The following mitigation measure was recommended by the Initial Study prepared for the proposed project to ensure that adequate pedestrian circulation is provided over the life of the project.

TRF-3a Disabled Accessibility. Project circulation shall be maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.